Bellevue Transit Master Plan

DATE: June 26, 2014

TO: Members of the Transportation Commission

FROM: Franz Loewenherz, Senior Transportation Planner
floewenherz@bellevuewa.gov 425-452-4077

SUBJECT: Bellevue Transit Master Plan (TMP):
Approve TMP report and transmittal letter to Bellevue City Council recommending plan adoption

INTRODUCTION

The Transit Master Plan (TMP) is a comprehensive look ahead to the type of system that will be required to meet Bellevue's transit needs through 2030. The TMP is being overseen by the City's Transportation Commission whose work is guided by Council approved project principles and input from members of the Planning, Arts, and Human Services Commissions and the Parks and Community Services Board.

At its June 26, 2014 meeting, the Transportation Commission will host a public hearing to receive comments on the draft TMP. After the hearing, staff invites Commissioners to review, discuss, and act on the following:

1. **Bellevue City Council's June 2, 2014 Discussion** – On June 2, 2014 Chair Ernie Simas and staff presented Council with Commission's draft Transit Master Plan. As reflected in Attachment 1, an enumeration of Council comments, Councilmembers expressed appreciation for the Transportation Commission's oversight of the TMP and the plan document and recommendations.

2. **Draft Transit Master Plan –** Due to a print production backlog at the copy center, the current version of the draft Transit Master Plan (dated June 17, 2014) was not available for this mailing. The current version of the draft TMP will be mailed to Commissioners ASAP under separate cover; in the meantime, the provided hyperlink is active. At tonight's meeting, staff will respond to questions on the following differences between the previous version of the draft Transit Master Plan (dated May 5, 2014) – reviewed with the Transportation Commission at its May 8 meeting – and the current version of the draft TMP.

   – **Report Cover:** The report cover has been updated with a new design that depicts an abstraction of Bellevue's 2030 transit service vision. This design more directly connects the report's cover with the contents presented inside, distinguishes this final report from the earlier technical reports published throughout the TMP process, and alludes to the design of the 2003 Transit Plan while adopting a more contemporary and colorful design.
   – **Executive Summary:** This section was revised extensively between the previous and current versions of the Transit Master Plan. Small revisions to wording and character spacing have been made, as well as the following substantive changes:
      - **Pages 4–5:** Two additional pages that summarize outreach to the community (Transit Improvement Survey, non-native English outreach, coach operator outreach, etc.).
         - Figure 5 presents photos representative of those who provided outreach, most of which are duplicates from various figures found in the body of the report.
         - Figure 6 duplicates the TIS comment map presented in the body of the report (Figure 32, previously 24).
      - **Pages 6–7:** Two additional pages that summarize the TMP workshops and technical analyses completed in support of the TMP.

        - Figure 7 presents photos representative of the workshop events, most of which are duplicates from various figures found in the body of the report.
        - Figure 8 includes modified versions of graphics including Figure 60 (prev. Fig. 52), Figure 63 (prev. Fig. 55), Figure 149 (prev. Fig. 123), and Figure 150 (prev. Fig. 124).
    - **Pages 12–13:** Two additional pages with modified graphics (Figures 13 and 14) from the Service Vision Report and new text, describing Bellevue's vision for transit service in 2030.
    - **Pages 14–15:** Two additional pages that summarize the capital vision.
        - Figure 15 presents before-and-after photo-visualizations of the Bellevue College Connection project, duplicated from various parts of the body of the report.
        - Figure 16 presents a modified version of the prioritized capital projects map (Figure 121, previously Fig. 100). Modifications were made to the base map so that it better matches with other maps presented in the Executive Summary.
    - **Pages 14–15:** Two additional pages with new graphics (Figures 15 and 16) and text that describes how the components of the service and capital visions fit together.
- **Page 48** (previously 38)**:** BKR travel demand data in the bottom paragraph of the page were updated to reflect calculations completed for the Service Vision Report, which are based on the 2030 Growing Resources network and EMME version MP30R6.2.
- **Page 67** (previously 57)**:** A graphic (Figure 79) from the Service Vision Report was added to more clearly relate the planning concepts (Figure 78) to the network maps presented on subsequent pages.
- **Page 68** (previously 58)**:** Annualized revenue hour by funding scenario charts were moved up from the Appendices to Figure 80.
- **Page 73** (previously 63)**:** A new map (Figure 84) was created to highlight areas of coverage service that are lost by implementation of the 2030 Reduced Funding relative to the 2030 Growing Resources network
- **Page 80** (previously 70)**:** Two new photos were added to the margin (Figures 88 and 89). The photo in previous Figure 77 (now Figure 93) has been moved to page 84.
- **Page 84** (previously 74): Three new photos were added to the margin (Figures 91, 92, and 93), reflecting three peak-only routes that will be eliminated by the Metro service cuts and/or the 2015 Reduced Funding scenario. The two photos previously on the page have been eliminated, but the explanation of re-routing through Bellevue College has been retained in a revised format in the caption of Figure 89 on page 80.
- **Page 85** (previously 75): Two new photos were added to the margin (Figures 94 and 95), reflecting two coverage routes that would have some coverage segments eliminated in the 2015 Reduced Funding scenario.
- **Page 88** (previously 78)**:** The new graphic depicting the layering of the components of the service and capital visions (from page 15) was added to the margin.
- **Page 94** (previously 84): A new photo was added depicting a bus stop in Newport Hills that serves nearly 50 daily ons/offs but does not have a sidewalk connecting the stop to the nearby intersection crosswalk.
- **Pages 102–103** (previously 92–93)**:** An introductory section was added to the transit running way section that reflects the following:
    - New text that provides context about the importance of running way improvements
    - Figure 118 (adapted from previous presentations to Commission and Council) was added depicting the capital planning-to-implementation process
    - Figure 119 (copied from the Capital Vision Report) was added depicting the typical ROW configurations for the types of transit capital improvements proposed by the plan
    - Descriptions of the four categories of projects presented
    - The previous Figure 100, depicting capital improvements by cost, was removed.
- **Pages 108–109:** Two additional pages provide context for and summarize the proposed TSP projects. Figures 126 and 127 are both from the Capital Vision Report.
- **Pages 120–121:** Two new pages were added to Appendix 3 (the TMP Document Library) to describe the five reports associated with the Capital Element planning process.
- **Page 122** (previously 108–109): Appendix 4 was condensed to a single page following the relocation of previous Figure 117 to current page 68 (Fig. 80). The associated text was eliminated.

- **Page 123–126:** Four new pages were added to create a new Appendix 5, which includes four maps (Figures 142–145) that depict the peak-only route deletions and all-day route frequency, span, and coverage reductions included in Metro's proposed 2014–2015 service cuts.
- **Pages 127–131:** Five new pages were added to accommodate a new Appendix 6, which includes three tables (Tables 9, 10, and 11) that were copied from the Capital Vision Report that enumerate the transit running way, spot improvement, and near-term TSP projects, respectively.
- **Pages 132–133** (previously 110–112): The first the pages of Appendix 7 (prev. Appendix 5) were revised to condense the text onto two pages instead of three. Table 12 (prev. Table 9) was moved onto page 133 below Figure 146 (prev. 120).
- **Pages 134–145** (previously 113–125): Page formatting changes were made, but any changes that may have been made to the content were minor, not substantive in nature.
- **Pages 146–147** (previously 126–127): Text formatting of the Acknowledgements was revised to better accommodate an expanded list of names in the same amount of space.
- **Page 148:** A new page was added to the end to serve as the report's back cover, including the project web-page and PM contact info.

3. **Transmittal letter to Bellevue City Council recommending plan adoption –** As reflected in Attachment 2, staff has prepared a draft letter from the Commission to the Bellevue City Council requesting Council adoption of the Bellevue Transit Master Plan (TMP). The draft letter also requests that Council direct staff to transmit a copy of the Executive Summary (see Attachment 3) to the County Executive, County Council, and Sound Transit Board of Directors informing them of Bellevue's transit priorities.

Attachment 1: Summary of June 2, 2014 City Council Question and Answer Session
Attachment 2: Draft Transmittal letter to Bellevue City Council recommending plan adoption
Attachment 3: Draft Executive Summary of the Bellevue Transit Master Plan

ATTACHMENT 1

6/2/2014 City Council Study Session on the Bellevue Transit Master Plan (TMP)

Summary of Council Question and Answer Session

City Council

CB Claudia Balducci, Mayor
KW Kevin Wallace, Deputy Mayor
JC John Chelminiak
CL Conrad Lee
JR Jennifer Robertson
LR Lynne Robinson
JS John Stokes

City Staff and Transportation Commission

BM Brad Miyake, City Manager
ES Ernie Simas, Chair, Transportation Commission
FL Franz Loewenherz, Senior Transportation Planner

Initiated By:	**Question/Comment:**
CB	• Expresses appreciation to FL and ES for their hard work on the TMP and expresses Council's appreciation of the Transportation Commission. Considers the TMP to be an incredible piece of work reflecting a lot of study and public outreach. • The TMP has a realistic framework. It does not assume that all the service we need is available. Instead, it recognizes service constraints and the cost of capital improvements.
CL	• Acknowledges the Transportation Commission for doing a great job, Transportation Commissioner Bishop especially. • Acknowledges staff for their work and the presentation. • The timing is right for this plan. It is really important that we are working on such a good transit plan since Bellevue has been known as a car oriented city. The demographics have changed to the extent where transit really works and people are really using the transit here. Transit is a very important piece of the solution. • Transit will form a backbone of a network that will include bikes and pedestrians. The bike program for downtown will be important.
LR	• Commends the thorough nature of the public outreach process, which was very well thought out and extensive with three Forums. There was a lot of thinking outside of the box.
JR	• Thanks staff for the TMP. Acknowledges the length of time the staff and

commission has worked on this Plan.
- Are there still some issues with regard to the TMP that have been controversial that we may need to look at a little more closely?

ES
- Any time you talk about developing a growing center and how you mesh all the pieces, such as bicycles, pedestrians, and transit, people will always have slightly different visions of the future.
- There have been spirited discussions within the Transportation Commission about the prioritization of streets for transit. These discussions include the use of HOV lanes or BAT lanes. Our discussions center on how to create the best system and have included topics such as taking a lane away from general transit, moving traffic and protecting individual vehicles.
- Generally when we, as a Commission, came to the end of these discussions, we all looked at the numbers, and we could all agree on what the numbers were. However, we did not always reach consensus on what the numbers mean.
- There were certain possibilities that we rejected. In the end we came up with a consensus where we all can live with in the TMP. Is every element what every commissioner would like to have? No. But that's rarely the case.

LR
- Are there any major issues where you had a lot of public comment that is inconsistent with what is in the recommended plan?
- After the public hearing, I would like to see a report created either from staff or from the Transportation Commission on the major themes from the public testimony you will gather.
- Have you had much public testimony on the TMP itself or was it primarily on the front end?

ES
- The testimony took place more during the front end of the TMP.
- Also, the general testimony was not in opposition to the TMP, but was mostly about what people want to see included as a part of the TMP, such as bicycles. In an urban area with a lot of dangers, making paths bicycle friendly as well as vehicle friendly is important.

FL
- The only real discussion is regarding Lease Lots, which requires changes by the Planning Commission to change the way they are created.

LR
- The comment today was about a concern about having Lease Lots too close to Park-and-Ride lots.
- Please brief us on how the process would work for Lease Lots. (request for comments from FL)

FL
- I think you have characterized it correctly. There is general community consensus around where we are headed with this. Council received an email today with respect to the Lease Lot discussions.
- Council is not making a recommendation today about how Lease Lots will occur. Council determined at the April 14 discussion that this issue will need

to be taken up by the Planning Commission.

ES
- The discussion of Lease Lots came up with respect to mitigation for the construction of the South Bellevue Park-and-Ride improvements. We have tried to be proactive about how we can mitigate this impact.

LR
- The comment we received today was about having Lease Lots too close to Park-and-Ride lots. I felt this was a very thoughtful comment. I don't think it is anything we need to do with the TMP, but I think it is something we should consider as we move forward. (request FL to review the process on the Lease Lots)

FL
- City Council would need to direct the Planning Commission to take this topic up as part of their Land Use Code amendment process. Then the Planning Commission would go through an exploratory phase and evaluate what recommendations will need to be brought forth. These recommendations, if approved by Council, would then be integrated into the Land Use Code.

LR
- Confirms that there would be a chance to look through that issue with greater detail without slowing down adoption of this TMP.
- Confirms that the other comment received by City Council will also not slow down the adoption of the TMP. The other comment is about taking the general purpose lanes in Downtown on Main Street, which I think is a lower priority item. That would have to go to the TIP, then the TFP. There will be a lot of chance to comment on that.

JC
- Expresses appreciation for really good work.
- I don't have any questions because I have been following this very closely.
- My comments are that I don't think this conversation would have occurred 15 years ago because we have been car dominant. This TMP shows that our city has changed and we are trying to figure out how to integrate cars, buses, pedestrians, and bicyclists into the transportation network.
- I always believed that the abundant access concept is the type of concept that should be applied as much as we can throughout the region. My fear was that we would have "leadership in a vacuum", where we would put forth a plan and agencies would not be accepting of it. Metro is willing to work this concept through. This is a different concept from "peanut buttering" service when nobody gets good service. This allows people to have really good transit service where transit works.
- About the Lease Lots, Bellevue is the only city that requires a Conditional Use Permit to allow a parking lot to be a parking lot. I would prefer to deal with these issues through Lease Lots as opposed to "Park and Hide", where riders park in a neighborhood and walk to a transit stop.
- Regarding the 271, we need to continue to re-visit frequency of service issue.
- Commends the TMP for being really good and ground breaking for the city.

JS
- Commends the TMP for being really good, and laughingly moves that we

adopt it tonight. This plan is a good effort, and staff and the Transportation Commission has clearly worked well together.

- I am concerned about some compromises, some pieces that have been left out. One compromise is the HOV lanes. This is a once in a lifetime opportunity for us to provide excellence in transit. The abundant access is a fascinating concept that will hopefully lead to much better transit overall. If the State will act on a real transportation package where they can address the issue about getting off the freeway.
- Expresses concerns about the Lease Lot issue with respect to parking in various lots. Acknowledges that these concerns can be dealt with by moving that issue through the Planning Commission. Overall, if we adopt this, we will have made great steps.

KW

- Commends the TMP as being a great piece of work, overall. Obviously, a lot of work has been put into this. It will help the Council make policy recommendations and communicate the issues. Expresses appreciation to staff and the Transportation Commission for all the work that has gone into this plan.
- Expresses concern about projects that take road right of way for BAT lanes. Expresses most concern in the downtown, but is concerned overall. Questions the data that was used to make decisions in the downtown based on knowledge of the data used several years ago in the study of the impacts of a light rail at grade in downtown. At that time, we did not have the road ROW to grow according to our land use growth plans, and at the same time, take up a road right of way lane. Expresses concerns about germinating seeds in this plan through projects L5, L11, and L13. His perspective is that these projects came in at the last minute, which is unfortunate, because there was limited discussion about converting road lanes to bus use. The inclusion of these projects in the plan does not cause me to "No" vote the whole plan because these elements are in it, but these give me pause.
- On the positive side, we identified that the number three advocacy item is Park and Rides. We need more Park and Rides. It has not been highlighted that tech companies come to our area and their employees need a place to park so they can take the bus. I hope that Park and Ride lots will be funded by Sound Transit, Metro, the State, us or funded through private sector solutions. Cities like Redmond and Woodinville share this opinion.
- It is helpful to look at where the corridor needs are for regional connections with limited resources.
- Signalization issues are important. The potential for queue jumping merits further discussion. Signalization may need more examination.
- Roads should be allowed to serve more purposes.
- Olympia needs to fund 405. It is not flushing the traffic out like it should.
- We now have a Transportation Commission that is very familiar with bus information, and we should try to connect our Transportation Commissioners with the staff from King County as King County Metro considers service cuts.

CB

- The Transportation Commission is a good commission and was well

appointed.

- To provide counterbalance to the topic of how to manage the lanes of the road, we have learned from other jurisdictions on how to manage the throughput on the roads. The overall goal of the city should be getting the most people and vehicles through a constrained space in the quickest amount of time, which will likely mean changes to Bellevue streets. It's not a matter of prioritizing one mode of transportation over the other. The purpose is to get the best movement for everyone to benefit everyone.
- There is a tension in current transit planning, due to reduced resources, between being efficient and serving routes well, and the idea of transit as a lifeline. An example of efficient transit is Sound Transit, because express bus routes are efficient. Transit as a lifeline must provide a base level of service throughout the day. The plan has got to address this balance. There is a place where this could occur in the plan on page 50, Policy 4, where it begins to talks about this balance issue. This policy talks about what people want to do and what they need to do. This might be a good place to capture this balance, but there might be other places as well. I want to call out that we are doing that. This is not a "nice to have" this is a "got to have".
- The TMP is very good. I look forward to adopting this plan. We have gotten to a good place with this.

Bellevue Transit Master Plan

July 2014

Draft

June 17, 2014

prepared for the
June 26, 2014 meeting of the
Transportation Commission

Executive Summary

FREQUENT TRANSIT NETWORK (FTN)

2030 Growing Resources Scenario

- East Link (Seattle - Bellevue - Overlake)
- 1 Issaquah Highlands - Bellevue - U. District
- 2 Lynnwood - Bellevue
- 3 Westwood Village - Renton - Bellevue
- 4 Redmond - U. District
- 5 Totem Lake - Kirkland - Bellevue
- 6 Crossroads - Bellevue
- 7 Redmond - Crossroads - Eastgate - Factoria
- 11 Bellevue - Factoria - Renton
- 12 Eastgate - Overlake Village - Kirkland
- 13 Bellevue - Eastgate
- 14 Kirkland - Bel-Red - Eastgate

WEEKDAY SERVICE FREQUENCIES (in minutes):

Priority Bus Corridors	Peak	Base	Night
	8	10 - 15	15 - 30

MAJOR HUBS:

BELLEVUE TC
East Link, 1, 2, 3, 5, 6, 11, 13

EASTGATE
1, 7, 12, 13, 14

FACTORIA
7, 11

SOUTH BELLEVUE P&R
East Link, 1, 3, 11

CROSSROADS
6, 7

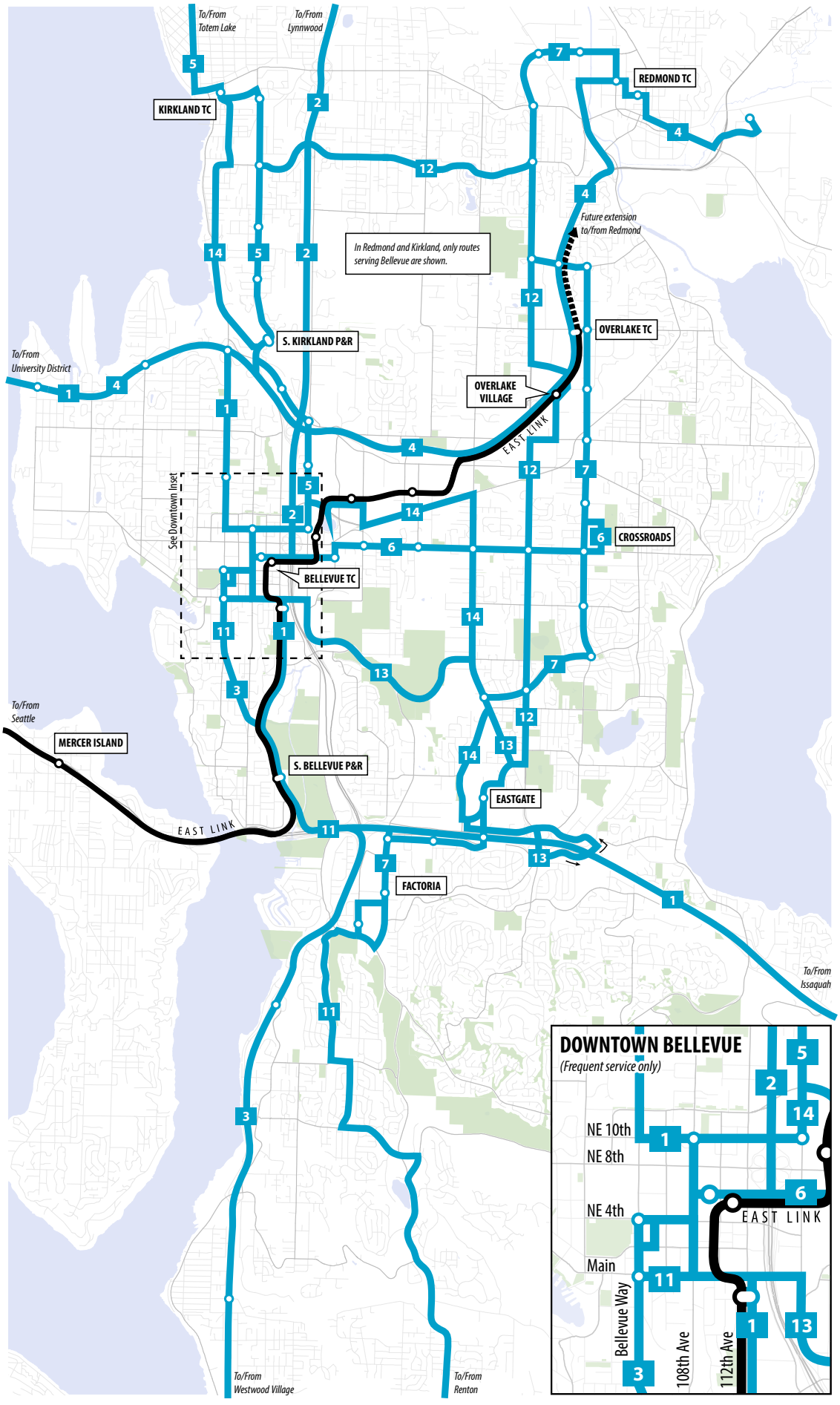
OVERLAKE VILLAGE
East Link, 12

OVERLAKE TC
East Link, 4, 7

REDMOND TC
4, 7

KIRKLAND TC
5, 12, 14

SOUTH KIRKLAND P&R
4, 5, 14



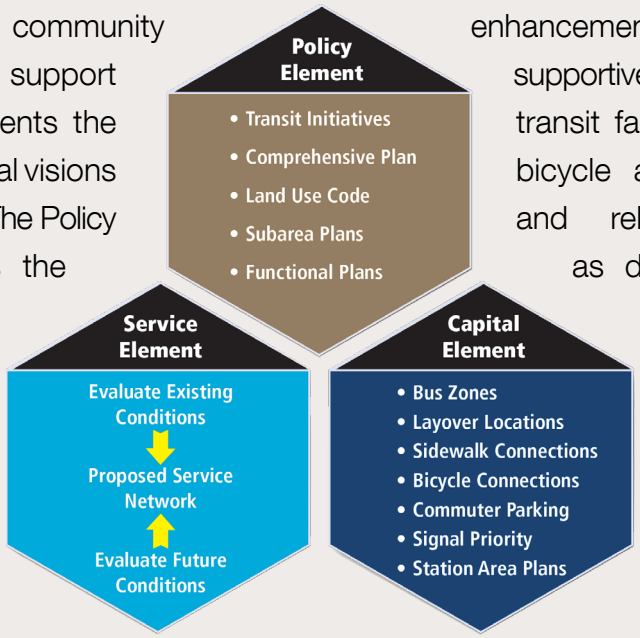
N

Executive Summary

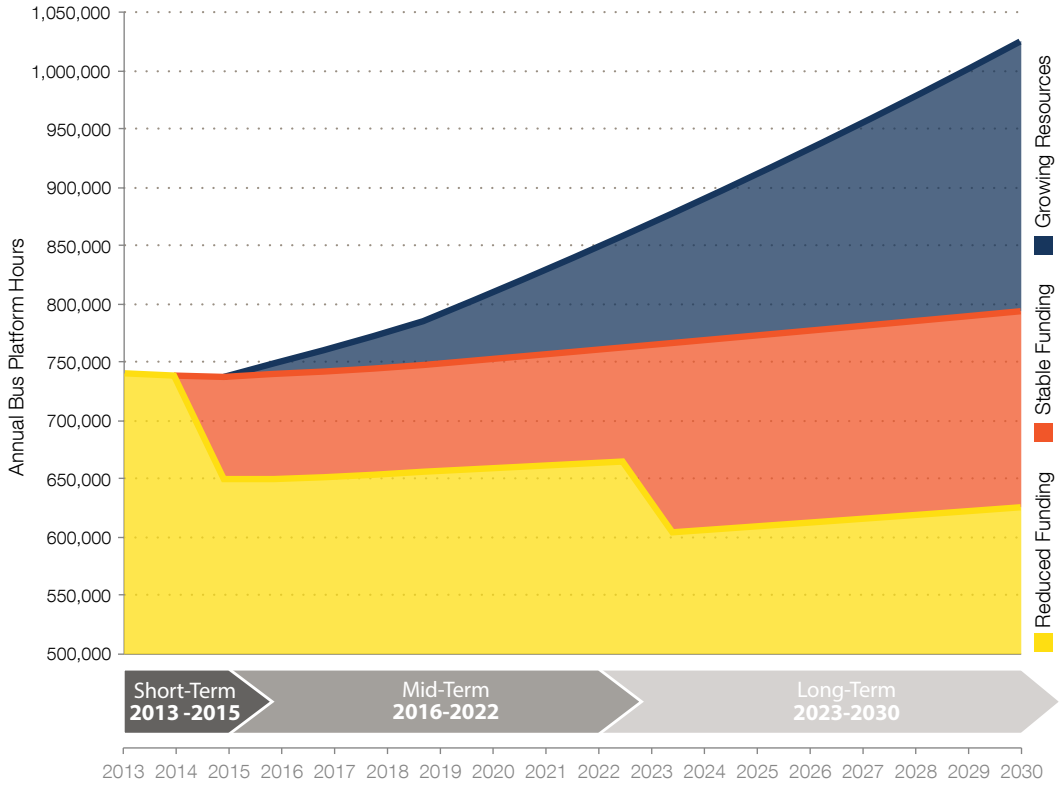
The Bellevue Transit Master Plan (TMP) is a comprehensive look ahead at the system that will be required to meet Bellevue's transit needs through 2030. The TMP establishes short- and long-term strategies and projects that foster a high-quality transit system that effectively connects residents, employees, and visitors in Bellevue with the places they want to go.

This executive summary presents the highlights of the full report, which summarizes the two-year long TMP planning process, including a review of existing and future conditions and the community outreach conducted in support of the plan, and presents the City's service and capital visions for transit in Bellevue. The Policy Element functions as the guiding framework for the planning process and identifies the strategies that should be pursued to realize the service and capital visions. The Service Element presents route-level recommendations that are responsive to different financial scenarios (reduced, stable, and growing resources) and attune to different time horizons (2015, 2022, and 2030).

The Service Element's highest priority is to enhance all-day service on Frequent Transit Network (FTN) corridors (shown at left). Encouraging long-term ridership growth in these corridors requires service enhancements paired with a supportive land use environment, transit facilities, pedestrian and bicycle amenities, and speed and reliability infrastructure, as detailed in the Capital Element.



◀ The Transit Master Plan (TMP) comprises three major elements—the Policy, Service, and Capital Elements.



▶ **Projected future bus service funding scenarios.**

What is the Transit Master Plan?

Although the City of Bellevue does not operate its own transit system, the Bellevue Transit Master Plan (TMP) is designed to positively influence regional transit agencies to keep Bellevue moving and maximize transit performance. The TMP envisions a public transportation network that serves a more diverse variety of people and trip purposes, and that is the mode of choice for an increasing number of people who live, work, shop, and play in Bellevue. Ultimately, achieving this vision will require new financial resources to be secured for transit. The TMP provides a realistic perspective on these financial uncertainties by carefully evaluating investment trade-offs and identifying the highest priority transit improvements to advance incrementally toward Bellevue's 2030 Growing Resources target (see above chart). The scalability of TMP strategies positions Bellevue to maximize the return on investment on existing and anticipated public transportation projects and to capture opportunities that might arise from improved economic conditions. Partnerships have already begun to coalesce around the TMP—such as the Bellevue College Connection project, shown on page 16—which bodes well for future opportunities for interagency partnerships and coordination with local and regional efforts to meet Bellevue's transit needs through 2030.

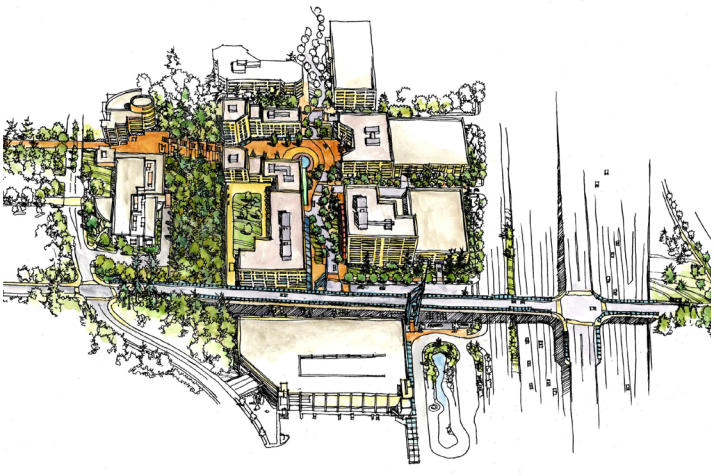
Why update the 2003 Transit Plan?

On July 9, 2012, Council initiated the Bellevue Transit Master Plan (TMP), an update of the City's 2003 Transit Plan. The TMP builds on the successes of the City's previous plan by considering current transit operations and performance, the priorities expressed by the public about the network, projected growth in population, employment, and ridership, and anticipated changes resulting from the introduction of East Link light rail and various planned and potential investments in roadway and transit infrastructure. Council charged the Transportation Commission with overseeing the update process with input from members of the Planning, Arts, and Human Services Commissions and the Parks and Community Services Board.

▲ *2030 Vision for Growth in Downtown Bellevue*

▲ *East Link Light Rail in Downtown Bellevue*

▲ *Transit-Oriented Development in Bel-Red*



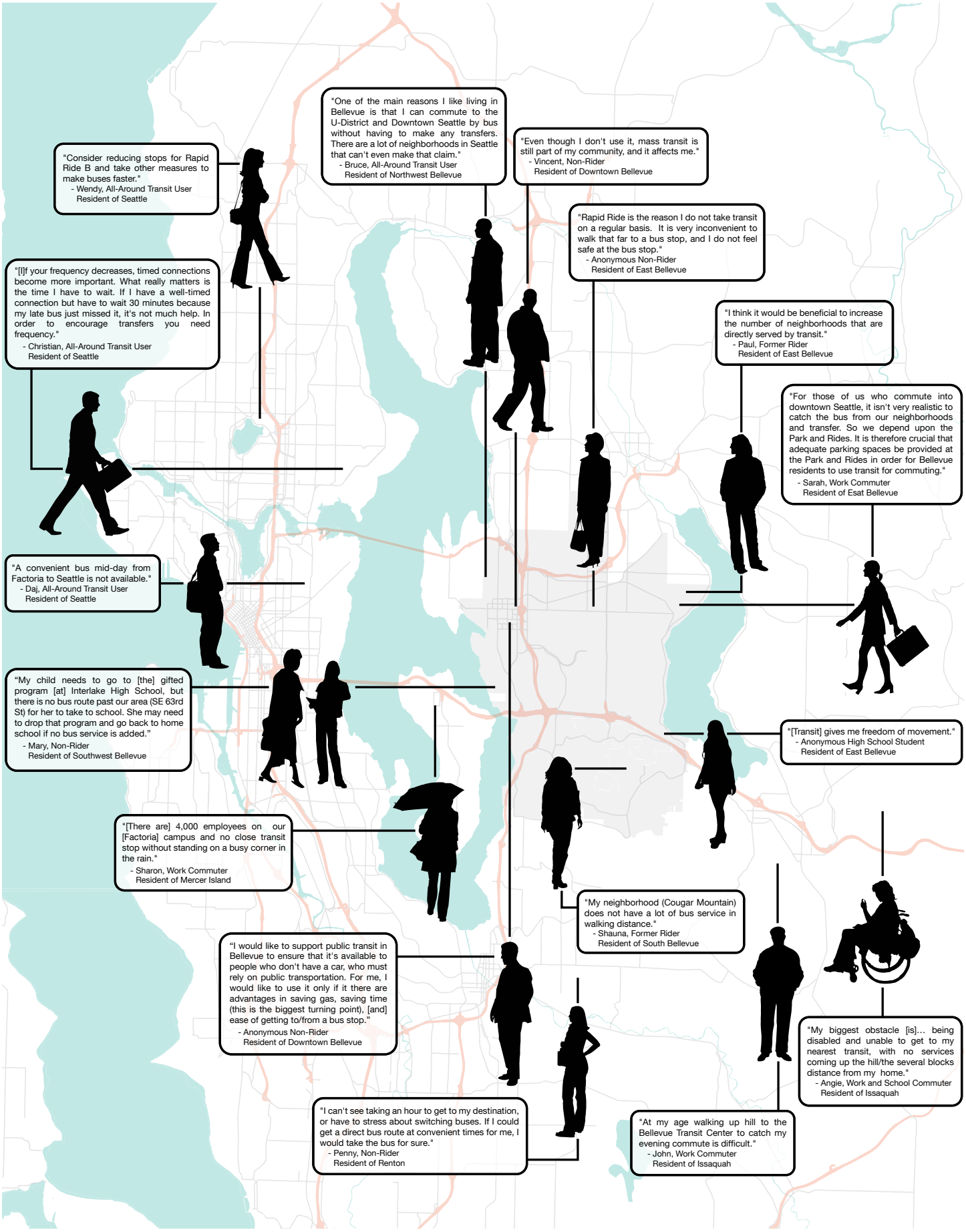
▲ *Transit-Oriented Development in Eastgate*

▶ **Planned and projected growth in Bellevue activity centers is closely related to investments in transit.**

▶ **A special thanks to all members of the community who provided input that helped to develop the Transit Master Plan.**

What did the community tell us?

The Bellevue Transit Master Plan obtained input from the community through a variety of means, each of which provided direction for the Policy, Service, and Capital Elements. The earliest and most expansive outreach was conducted via the web-based Transit Improvement Survey, which generated input from over 4,200 respondents, nearly 1,100 of whom are Bellevue residents, including current riders, former riders, and those who have never used transit in Bellevue. To facilitate input from recent immigrants and other non-native English speakers, comment cards were distributed to local human services agencies in multiple languages. Video interviews were conducted with representative members of the community, and voluntary surveys were distributed to bus drivers to gain their perspective about safety, signal, and delay issues affecting transit operations in Bellevue. Businesses and organizations also provided their perspectives on transit service in Bellevue by submitting letters to the City and encouraging their employees and members to complete the Transit Improvement Survey. The main themes from this input include strong support for improving service frequency throughout the day—especially in the peak—and if service cuts are necessary, they should be targeted to low-ridership coverage and peak-only routes before affecting the frequency or span of high-ridership routes. When asked how the City should invest in transit, respondents supported infrastructure that increase transit speed and reliability.



▶ Representative comments submitted by respondents of the Transit Improvement Survey.






City board and commission members, transit agency representatives, other local stakeholders, and City staff participated in three Transit Master Plan workshops.

What did we learn at TMP workshops?

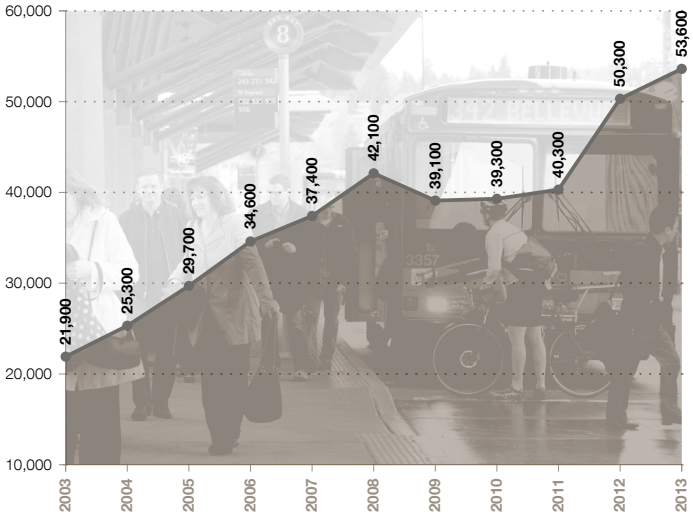
The Transportation Department sought the perspectives of City board and commission members, transit agency representatives, and representatives from other community stakeholders by engaging them at three workshops held at various stages of the Transit Master Plan (TMP) process. The three workshops included the TMP Forum in September 2012, the Transit Network Design Workshop in January 2013, and the Capital Workshop in September 2013. Each of these informed the development of the service and capital visions. These events served as valuable forums for evaluating the tradeoffs among competing service allocation and capital investment decisions that are inherent to transit planning.

For example, a mapping exercise was used to consider where participants thought services of varying frequencies might reasonably be deployed—and where they may not be warranted—based on projected changes in population and employment. The workshops also provided an opportunity for representatives to consider how the Council-approved Project Principles, existing Comprehensive Plan policies, and examples from other cities could inform transit-supportive policies in Bellevue that are reflective of the perspectives obtained from the broader community. Keypad polling was used at the latter two workshops to complement the discussion and record participants' preferences among competing priorities.

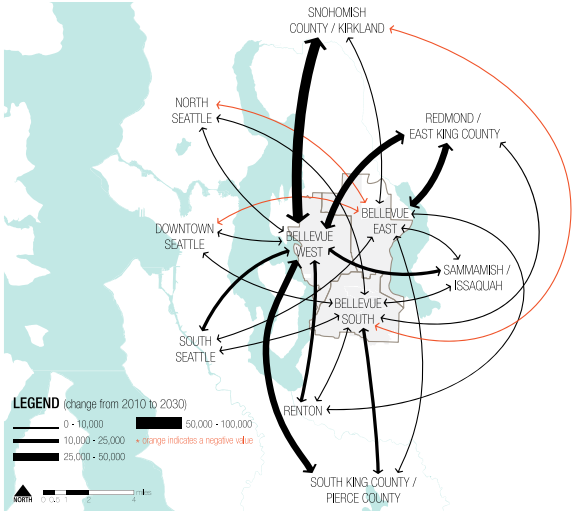
What did technical analysis tell us?

Recommendations in the Bellevue Transit Master Plan (TMP) arose from a detailed analysis of existing transit performance statistics and projected travel demand. Between 2003 and 2013, average weekday ridership in Bellevue increased by 144 percent, or an additional 31,700 daily boardings and alightings (ons/offs). Assessment of the current transit landscape also provided an improved understanding of service coverage in two dimensions: geographical coverage (where is service available) and time of day coverage (when is service available).

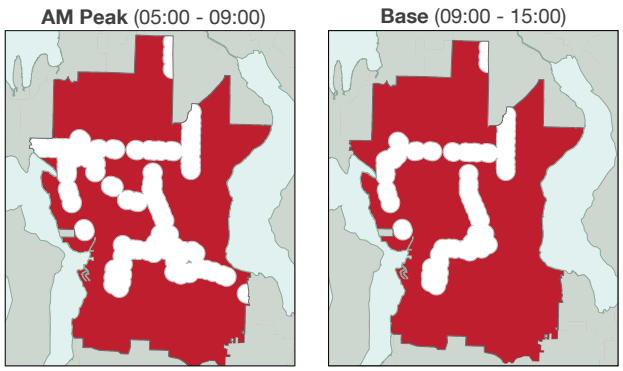
Travel demand modeling was used to evaluate changing demographics, land use characteristics, and travel patterns that affect future traffic conditions and transit performance. Projected vehicle and person throughput was considered by mode (bus and auto) for twenty Frequent Transit Network corridors being considered for potential speed and reliability improvements. In some cases, micro-simulation modeling software was also used to assess the benefits and impacts of repurposing existing general purpose travel lanes as arterial high-occupancy vehicle lanes.



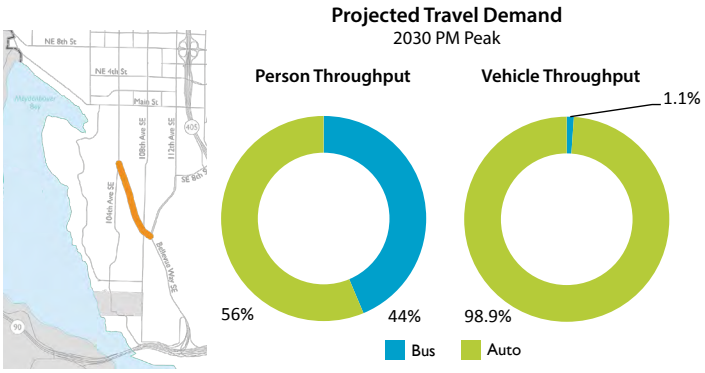
▲ *Daily ons/offs in Bellevue, Fall 2003–2013*



▲ *Projected change in regional travel demand, 2010–2030*

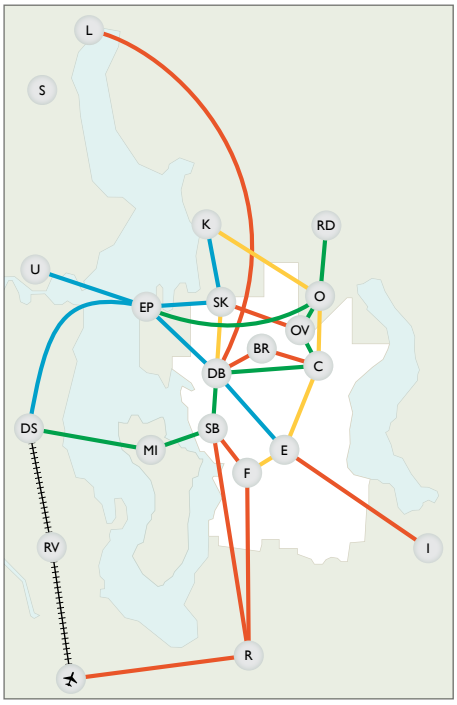


▲ *Areas (in red) lacking frequent (15-min.) service, Fall 2011*

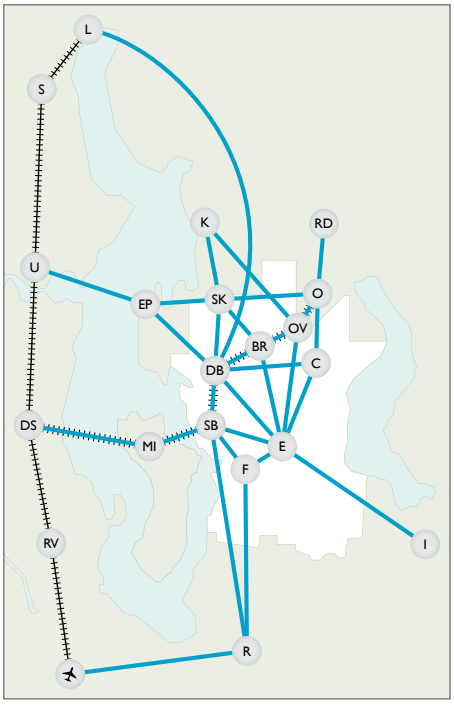


▲ *Projected person and vehicle throughput, Bellevue Way SE*

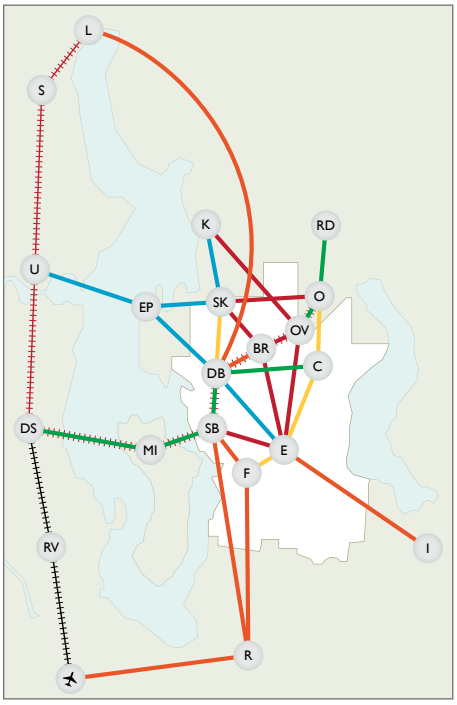
2013 Transit Network



2030 Growing Resources



Improvements Required



Legend

BELLEVUE

- **BR** Bel-Red
- **C** Crossroads
- **DB** Downtown Bellevue
- **E** Eastgate
- **F** Factoria
- **SB** S. Bellevue Park & Ride

REGION

- **DS** Downtown Seattle
- **EP** Evergreen Point
- **I** Issaquah Transit Center
- **K** Kirkland Transit Center
- **L** Lynnwood
- **MI** Mercer Island
- **O** Overlake Transit Center
- **OV** Overlake Village
- **R** Renton
- **RD** Redmond Transit Center
- **RV** Rainier Valley
- **S** Shoreline
- **SK** S. Kirkland Park & Ride
- **U** University District
- SeaTac

	Peak	Midday	Night
Very Frequent (every train connection)	8	10-15	15-30
LRT	8	10	15

Note: numbers reflect approximate peak/midday/night frequencies.

2013 - 2030 FTN Upgrades Required

- 8 **No Upgrade Needed** - 2030 FTN-Level Service
- 10 **Upgrade by 2 min.** - Existing Very Frequent Service
- 15 **Upgrade by 7 min.** - Existing Frequent Service
- 30 **Upgrade by 20+ minutes** - Existing All-Day Service
- N **New Service** - No Existing Service at any Frequency

▶ **Progress toward realizing the 2030 FTN by frequency of service connections between major centers.**

What does the TMP tell us?

Informed by public input, technical studies, and market analyses, the Bellevue Transit Master Plan (TMP) identifies service and capital investment priorities needed to establish a Frequent Transit Network that meets the transit needs of most Bellevue residents and workers. The plan was developed with feedback from Metro and Sound Transit, whose partnership is critical to creating a seamless, fully-integrated, and user-friendly transit network in Bellevue.

The plan presents a bold vision supported by practical, achievable strategies in the near term that establish a foundation for longer-term improvements through the 2030 plan horizon year. The TMP also provides guidance on how transit investments will be prioritized in the future, and contains performance measures that establish how the city will track progress made in accomplishing the plan over time.

What does "Abundant Access" mean?

The Bellevue Transit Master Plan aims to:

"Support planned growth and development with a bold transit vision that provides efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership."

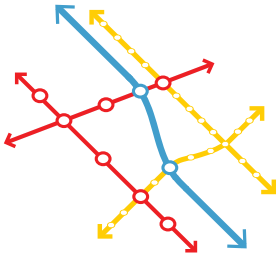
This "Abundant Access" statement and supporting Market Driven Strategies—detailed in the Policy Element—supports Downtown growth, Bel-Red corridor redevelopment, and Bellevue's other activity centers (Crossroads, Eastgate, and Factoria) with a well-connected Frequent Transit Network (FTN) that seamlessly interfaces with East Link light rail. The FTN also focuses capital investments to serve the most riders and provide the highest quality of service to people who travel to/from or within Bellevue.

► **The "Abundant Access" vision statement and supporting Market Driven Strategies.**

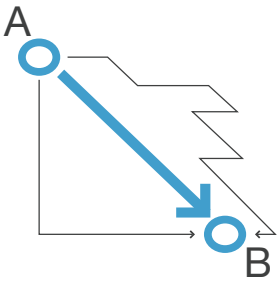
▲ **Convenient**
making it the logical choice for the largest possible share of trips.

▲ **Frequent**
to minimize waiting times and improve connections.

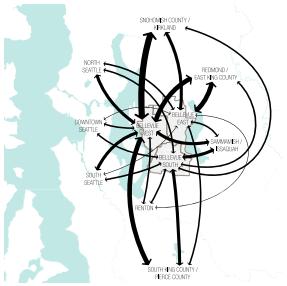
▲ **Efficient**
in terms of being designed for high ridership and cost-effective operations.



▲ **Simple**
with the fewest possible discrete lines so that each can have the best possible frequency, speed, and duration without complicated redundancy.



▲ **Direct**
to major activity centers in Bellevue by minimizing the degree to which a route deviates from the shortest path between its start and end points.



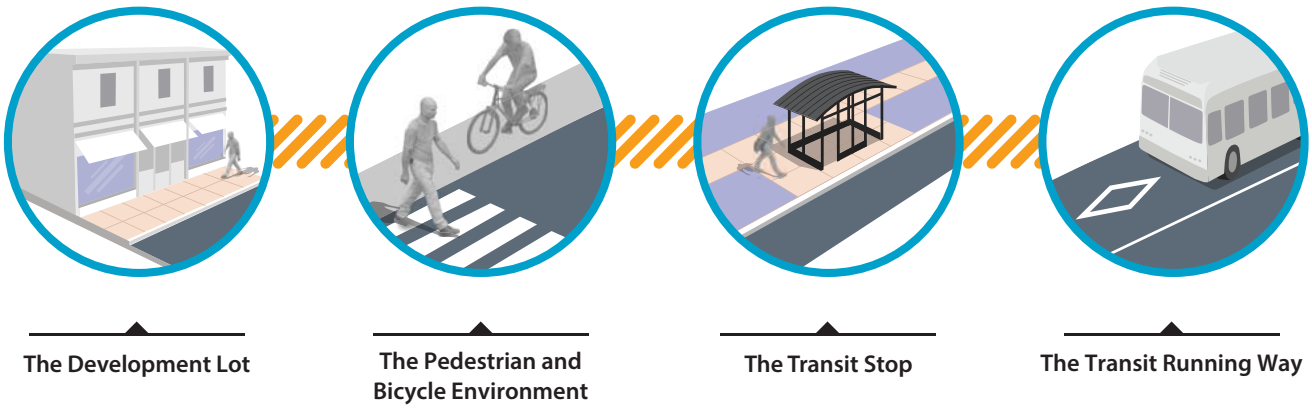
▲ **Regionally Connected**
with a complete network of regional links in all directions, with particular focus on abundant north-south service along I-405.

▶ **Goal statements reflecting what the "Abundant Access" vision statement aims to achieve.**

What are the Service-Oriented Strategies?

On May 20, 2013, the Bellevue City Council approved a set of service-oriented strategies that lead to a vision of "Abundant Access," which aims to guide additional transit service to/from Bellevue's major activity centers where transit demand is high and expected to increase in the future. The City recognizes that this approach of maximizing the return on investment of limited resources has an impact on coverage routes in Bellevue's lower-density residential areas where service is less productive. Participants in the Bellevue Transit Master Plan (TMP) outreach efforts overwhelmingly agreed that if service reductions are necessary, Metro should delete commuter routes operating empty in the counter-flow direction and low-performing coverage routes before impacting high demand Frequent Transit Network corridors. Consistent with this guidance, the Service Element details route-level recommendations for nine funding/time-horizon scenarios that align with the TMP's vision statement and service-oriented strategies. The service vision presented on page 14 demonstrates how these strategies translate into service allocation decisions in the most optimistic scenario considered by the Transit Master Plan.

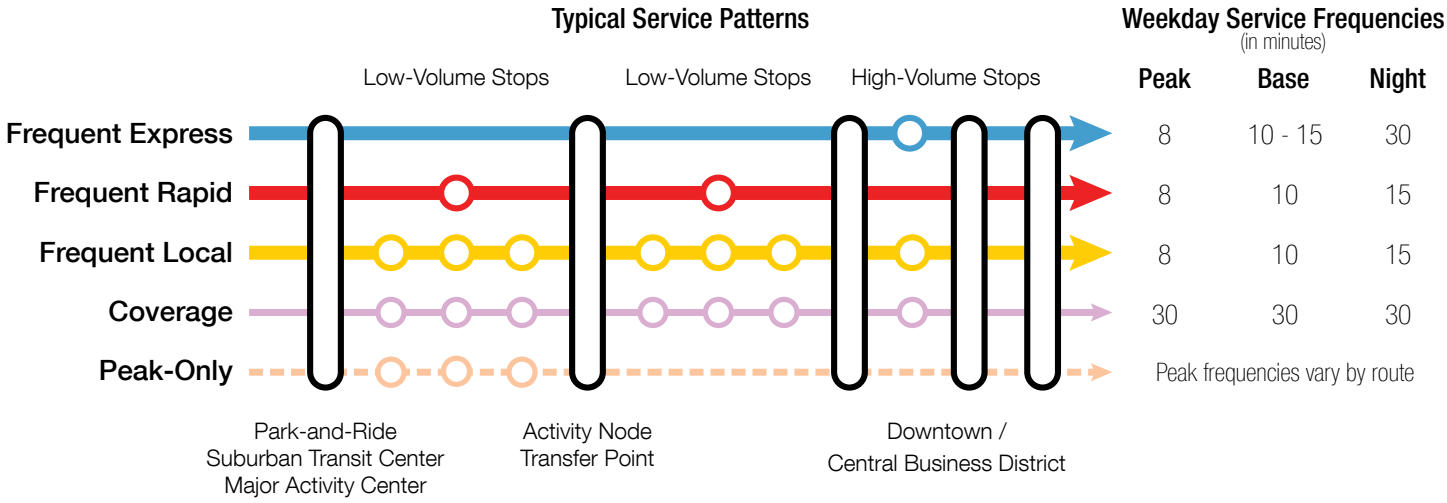
What are the Capital-Oriented Strategies?



▶ **Areas related to transit capital facilities over which the City of Bellevue has influence.**

The Bellevue Transit Master Plan (TMP) recognizes that the City has an influence over how well transit services perform along Frequent Transit Network (FTN) corridors locally. This includes influencing demand for transit by co-locating appropriate land uses to transit services, connecting pedestrians and bicycles to the transit network, providing convenient, safe, and comfortable transit stops and commuter parking facilities, and maintaining roadways, traffic signals, and other infrastructure that supports efficient and reliable operations. The Capital Element recommends investments that will help the City realize its proposed 2030 FTN thereby enabling more people, to reach more destinations, in less time. All running way projects have been ranked as high, medium, or low priority depending on the value they bring to improving transit speed and reliability along FTN corridors. The project prioritization presented in the TMP is the first step in the multi-stage process from transportation project inception to implementation. To move these projects forward to construction, transit capital investments will still have to compete with other infrastructure priorities identified in other Long Range Facility Plans before they are incorporated into Bellevue's Transportation Facilities Plan and then Capital Investment Program. The capital vision presented on page 16 demonstrates how this policy framework would translate into practical, achievable strategies in the near term that establish a foundation for longer-term improvements through the 2030 plan horizon year.

What is the Transit Service Vision?



▸ **Types of transit service proposed by Transit Master Plan, their typical service patterns, and weekday service frequencies.**

The Transit Master Plan (TMP) envisions restructuring transit services in Bellevue such that by 2030: (1) the route structure is simplified to create easier to understand, higher-frequency, and less redundant service; (2) transfers are generally more common, but they are faster and more reliable; (3) coverage routes through low-ridership areas are differentiated from high-ridership Frequent Transit Network (FTN) services, improving operating efficiency and freeing up resources to enhance the frequency of core services; (4) East Link users will enjoy "every-train connections" to FTN bus services throughout most of the day, so transferring between bus and light rail will typically require a wait of only a few minutes.

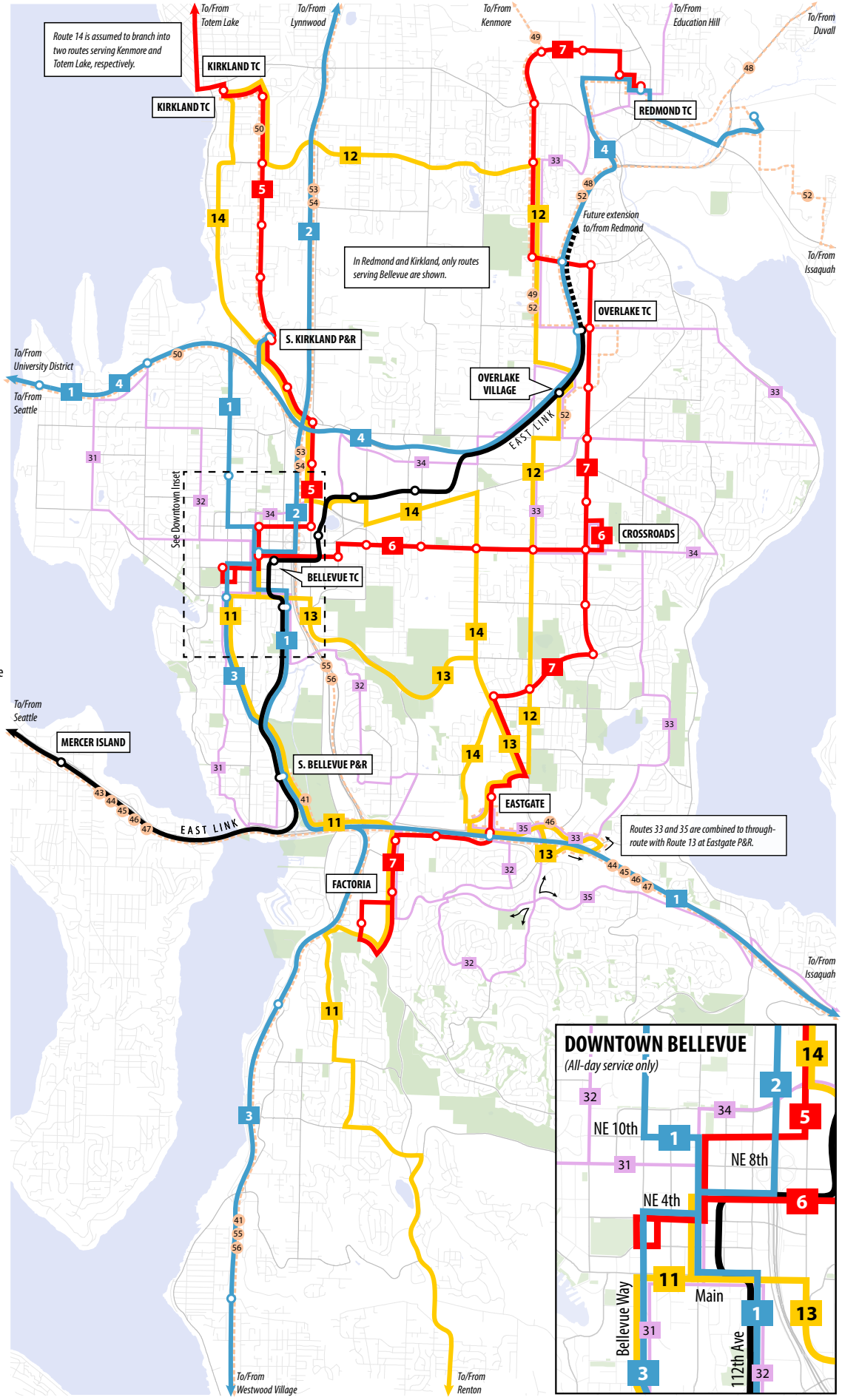
This vision for transit service in Bellevue in 2030 is based on the Growing Resources scenario, which anticipates a growth in total bus operating resources of 38 percent by 2030 from Spring 2012 levels to accommodate the projected near tripling of transit demand over this time period. If these increases in operating resources do not occur—or if resources are reduced instead—the 2030 Stable and Reduced Funding scenarios provide recommendations for how the core features of the Growing Resources scenario can be largely retained. In the lower resource scenarios, the 2030 vision calls for a similarly structured Frequent Transit Network, albeit with reduced frequency, which is achieved by eliminating Coverage and low-ridership Peak-Only services.

BELLEVUE TRANSIT VISION
2030 Growing Resources Scenario

- East Link (Seattle - Bellevue - Overlake)
- 1 Issaquah Highlands - Bellevue - U. District
- 2 Lynnwood - Bellevue
- 3 Westwood Village - Renton - Bellevue
- 4 Redmond - U. District
- 5 Totem Lake - Kirkland - Bellevue
- 6 Crossroads - Bellevue
- 7 Redmond - Crossroads - Eastgate - Factoria
- 11 Bellevue - Factoria - Renton
- 12 Eastgate - Overlake Village - Kirkland
- 13 Bellevue - Eastgate
- 14 Kirkland - Bel-Red - Eastgate
- 31 South Bellevue - Bellevue - Yarrow Point
- 32 Eastgate - Factoria - Bellevue - Yarrow Point
- 33 Redmond - Overlake - Crossroads - Eastgate
- 34 Crossroads - Bel-Red - Bellevue
- 35 Issaquah - Eastgate
- 41 South Bellevue - Lake Kathleen
- 43 Eastgate - Seattle
- 44 North Bend - Issaquah - Eastgate - Seattle
- 45 Bear Creek - Sammamish - Eastgate - Seattle
- 46 Seattle - Eastgate - North Issaquah
- 47 Issaquah Highlands - Eastgate - Seattle
- 48 Duvall - Redmond - Overlake
- 49 Kenmore - Kingsgate - Overlake
- 50 Kirkland - Seattle
- 52 Issaquah - Sammamish - Overlake
- 53 Shoreline - Bothell - Bellevue
- 54 Everett - Bellevue
- 55 Auburn - Kent - Renton - Bellevue
- 56 Kent - Bellevue

WEEKDAY SERVICE FREQUENCIES (in minutes):

	Peak	Base	Night
Frequent Express	8	10 - 15	30
Frequent Rapid	8	10	15
Frequent Local	8	10	15
Coverage	30	30	30
Peak-Only	Frequency varies by route		



N

What is the Transit Capital Vision?

Existing Conditions ▸

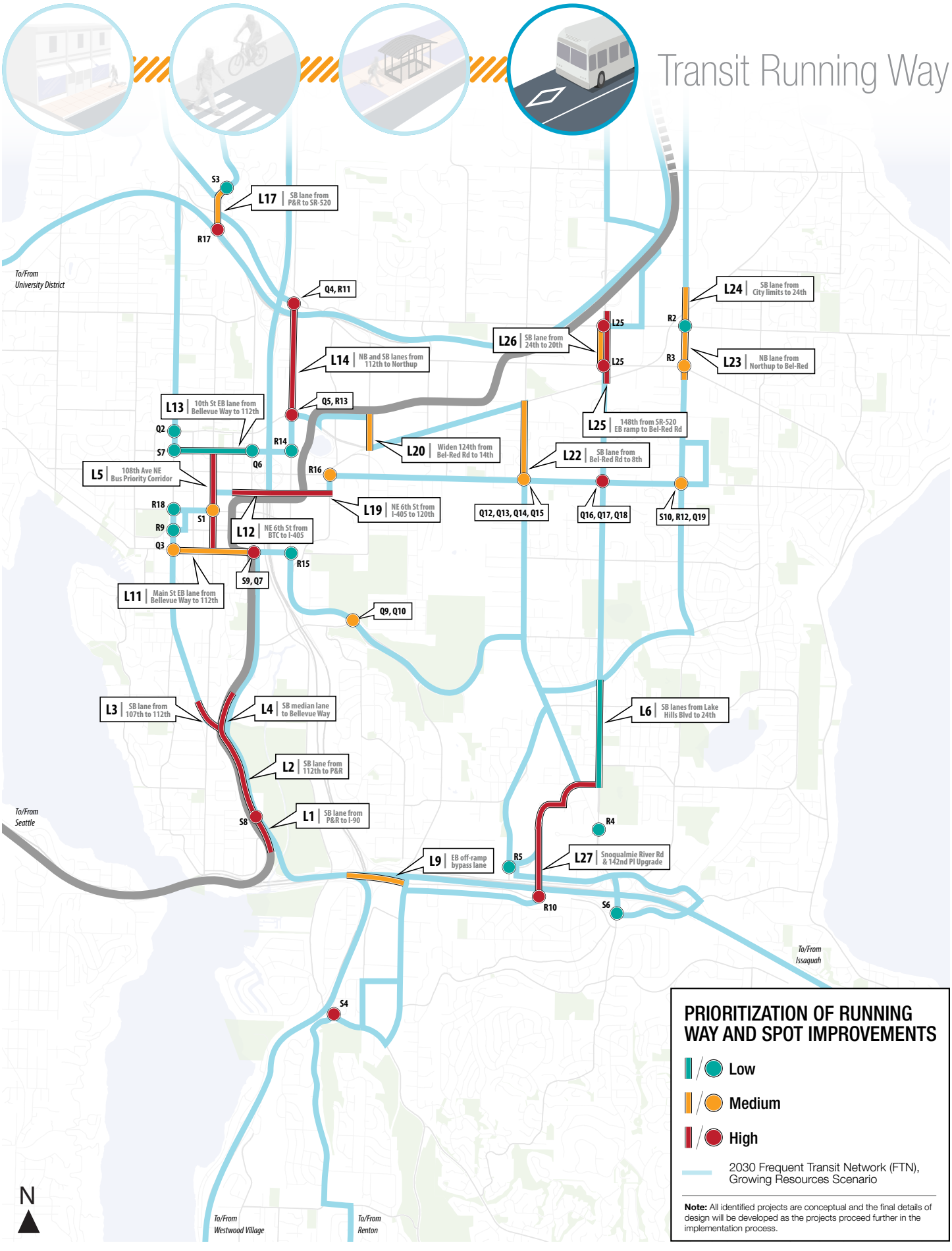
Preliminary Design Concept ▸

▸ **Running Way Project L27: The Bellevue College Connection Multimodal Transportation Corridor**

The capital vision addresses the various ways that the City can positively affect the performance and user experience of transit within Bellevue through land use planning, urban design, and physical infrastructure. This includes consideration of four broad topics based on the areas over which the City of Bellevue has direct influence: (1) influencing demand for transit by co-locating appropriate land uses to transit services; (2) connecting pedestrians and bicyclists to the transit network; (3) providing convenient, safe, and comfortable transit stops; (4) constructing and maintaining roadways and traffic signals in a way that supports efficient and reliable transit operations.

Increasing traffic congestion and the associated increases in transit travel time and reduced reliability have detrimental effects both on transit ridership and on operating costs for the region's transit providers. The Transit Running Way section of the capital vision identifies a total of 107 capital projects that would benefit transit speed and reliability, 60 of which are depicted in the map at right. The Transit Master Plan also includes several tracking and additional study projects and 44 near-term transit signal priority projects, identifies existing non-motorized projects that are a priority for transit, and reviews potential improvements to bus stops and commuter parking facilities.

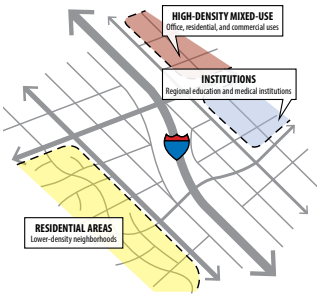
Transit Running Way



PRIORITIZATION OF RUNNING WAY AND SPOT IMPROVEMENTS

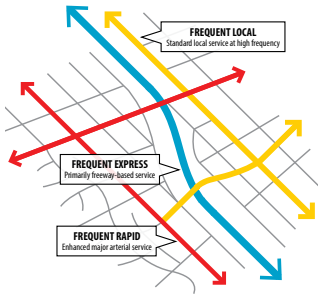
- Low
- Medium
- High
- 2030 Frequent Transit Network (FTN), Growing Resources Scenario

Note: All identified projects are conceptual and the final details of design will be developed as the projects proceed further in the implementation process.



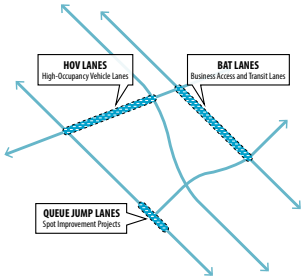
The Development Lot

The places, public and private, where all trips begin. Density, land use diversity, and urban design impact a place's ability to support frequent transit service.



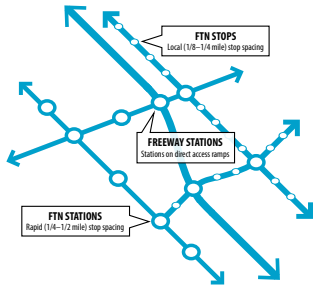
Frequent Transit Network

Convenient, efficient, frequent, simple, direct, and regionally connected service that connects more people to more destinations in less time.



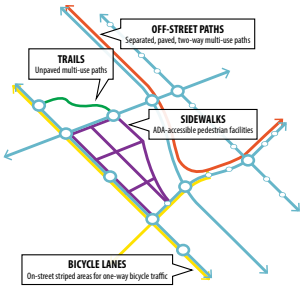
Running Way Projects

Roadway and traffic signal infrastructure investments improve the speed and reliability of transit services operating along FTN corridors.



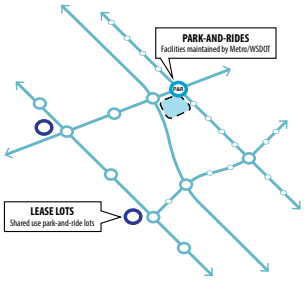
FTN Stations and Stops

The first point of contact between the passenger and the transit system should be comfortable, safe, and accessible to pedestrians and bicyclists.



Ped-Bike Access Network

All transit users are pedestrians at some point of the trip. Sidewalks, bicycle lanes, off-street paths, and trails link places to transit service.

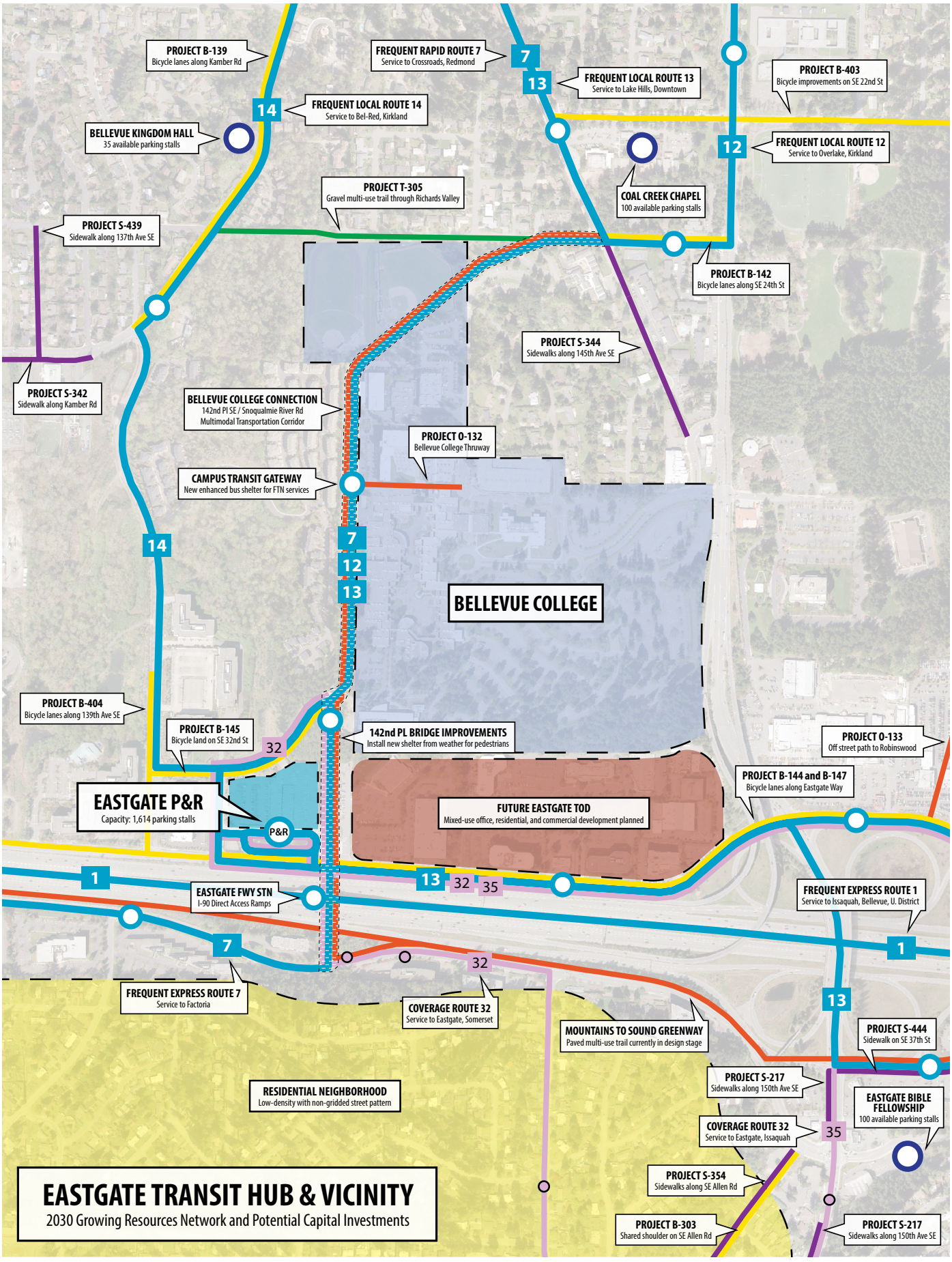


Park-and-Ride Access

Facilities that offer automobile and bicycle parking adjacent to transit service, connecting those who do not live near transit to concentrated services.

How does it all fit together?

The service and capital visions of the Transit Master Plan describe two distinct components of the transit system, but they are inseparably related to one another, with each both influencing and being influenced by the other. Existing and future land uses, population and employment characteristics, and street networks directly inform the location of transit services and stops. The 2030 Frequent Transit Network (FTN) represents the core of the services envisioned and includes all routes operating 8–15 minute headways all-day. Because these routes will serve the primary connections between local and regional activity centers and the majority of ridership, corridors served by the FTN are the most important to target for capital investments, including running way enhancements and pedestrian, bicycle, and park-and-ride facilities that help people reach transit services. Each of these components is vital to achieving an attractive, useful, and well-utilized transit system. The map at right provides an example of how these components relate to one another in Eastgate and vicinity.



► **The proposed 2030 Growing Resources Network and its supporting capital investments in Eastgate and vicinity.**

Bellevue Transit Master Plan

FOR MORE INFORMATION:

Visit the project website:
http://www.ci.bellevue.wa.us/bellevue-transit-plan.htm

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(425) 452-4077